

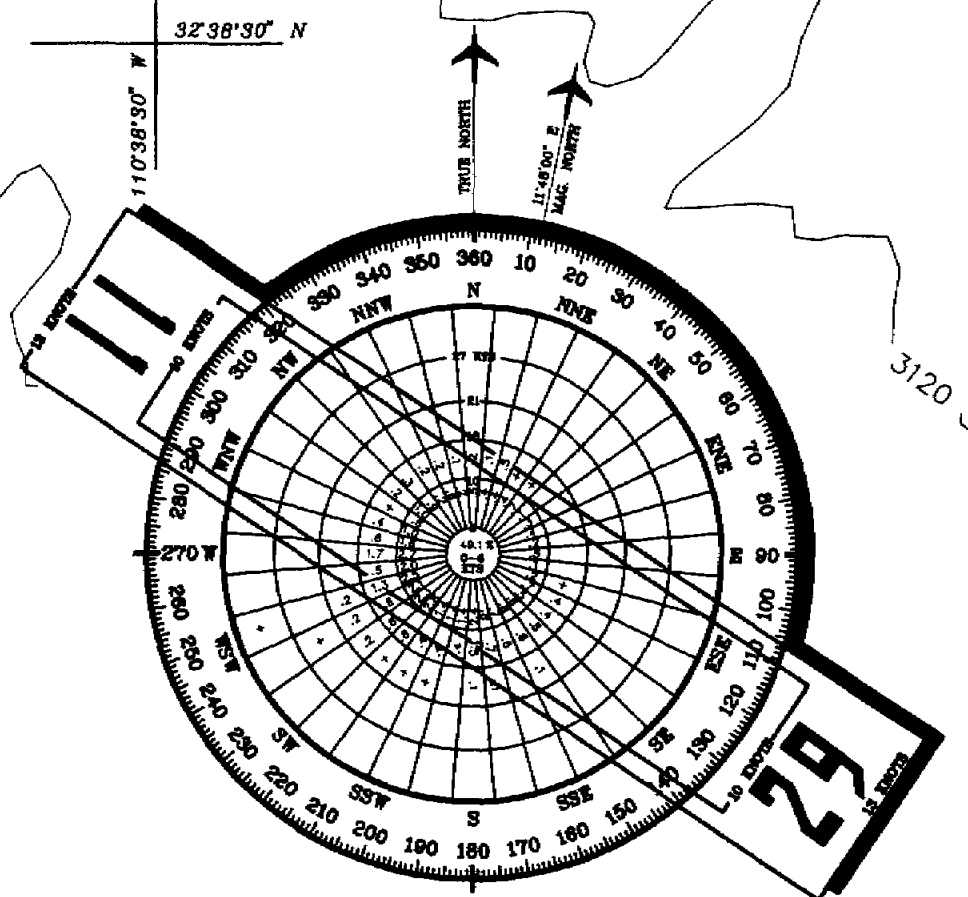
BUILDINGS/FACILITIES		
EXISTING	ULTIMATE	DESCRIPTION
(1)	✓	ADMINISTRATION/TERMINAL BUILDING
(2)	✓	FIXED BASE OPERATION HANGAR
(3)	✓	T-HANGAR/SHADE HANGAR
(4)	✓	UNDERGROUND FUEL STORAGE FACILITY
(5)	✓	FUEL ISLAND
(6)	✓	TRAILER

LEGEND		
EXISTING	ULTIMATE	DESCRIPTION
---	---	AIRPORT PROPERTY LINE
+	+	AIRPORT REFERENCE POINT (ARP)
○	○	AIRPORT ROTATING BEACON
---	---	AVIGATION EASEMENT (if applicable)
---	---	BUILDING CONSTRUCTION
---	---	BUILDING RESTRICTION LINE (BRL)
---	---	BERM
---	---	FACILITY CONSTRUCTION
---	---	FENCING
---	---	NAVIGATIONAL AID INSTALLATION
---	---	RUNWAY THRESHOLD LIGHTS
---	---	SECTION CORNER
---	---	SEGMENTED CIRCLE/WIND INDICATOR
---	---	TOPOGRAPHIC CONTOURS
---	---	WIND INDICATOR (Lighted)
---	---	TELEPHONE POLE

RUNWAY DATA	RUNWAY 11-29	
	EXISTING	ULTIMATE
RUNWAY CATEGORY	UTILITY	UTILITY
AIRPORT REFERENCE CODE	II/A	II/B
RUNWAY DIMENSIONS	4,214'X55'	4,700'X75'
RUNWAY BEARING	S 56°18'34" E	S 56°18'34" E
RUNWAY INSTRUMENTATION	VISUAL/VISUAL	NONPREC/VISUAL
RUNWAY SAFETY AREA	4,694'X120'	5,300'X150'
RUNWAY OBJECT FREE AREA		
RUNWAY OBSTACLE FREE ZONE	4,614'X250'	5,100'X250'
RUNWAY APPROACH SURFACES	20:1/20:1	20:1/20:1
RUNWAY LIGHTING	NONE	MIRL
RUNWAY MARKING	VISUAL	NON-PREC/VISUAL
EFFECTIVE RUNWAY GRADIENT (in %)	83%	.74%
PAVEMENT MATERIAL	UNKNOWN	ASPHALT
PAVEMENT STRENGTH (in thousand lbs.)	UNKNOWN	12,500
TAXIWAY LIGHTING	NONE	MIRL
TAXIWAY MARKING	NONE	CENTERLINE
NAVIGATIONAL AIDS	SEGMENTED CIRCLE	SAME
		PAPI-2
		ROTATING BEACON
		NDB

¹Pavement strengths are expressed in single (S), dual (D), dual tandem (DT), and/or double dual tandem (DDT), wheel loading capacities.

AIRPORT DATA		
	EXISTING	ULTIMATE
AIRPORT CATEGORY	UTILITY	UTILITY
AIRPORT REFERENCE CODE	II/A	II/B
AIRPORT ELEVATION	3275' MSL	3275.1' MSL
MEAN MAXIMUM TEMPERATURE OF HOTTEST MONTH	95.8°F	95.8°F
AIRPORT REFERENCE POINT (ARP) COORDINATES	Latitude 32°38'11.03" N Longitude 110°38'48.71" W	Latitude 32°38'14.25" N Longitude 110°38'50.98" W
RUNWAY END COORDINATES		
RUNWAY 11	Latitude 32°38'00.79" N Longitude 110°38'28.73" W	SAME
RUNWAY 29	Latitude 32°38'25.05" N Longitude 110°39'08.71" W	Latitude 32°38'27.87" N Longitude 110°39'13.38" W



WIND COVERAGE		
	10 KNOTS	15 KNOTS
Runway 11-29	92.2%	96.6%
* 1171 Observations	91.5%	96.4%
* Period 0600-1800 hours daily		

NOTE: Observations were randomly selected from 24 hour wind data available from Jan-Dec, 1989 to provide a 95% degree of accuracy.

- GENERAL NOTES:
1. Depiction of features and objects, including related elevations within the runway protection zones are depicted on the PROTECTION ZONES PLAN.
 2. Details concerning terminal improvements are depicted on the TERMINAL AREA PLAN.
 3. Recommended land uses within the airport environs are depicted on the AIRPORT LAND USE PLAN.
 4. Airport property is leased by Pinal County from Magma Copper Company.
 5. Topographic contours and elevations calculated from USGS 7 1/2 degree quadrangle map, MAMMOTH, dated 1948, with cultural features as of 1983. Recommend a survey be performed of airport property lines and elevations prior to any airport construction.
 6. The Building Restriction Lines (BRL/FBRL) will vary according to the topographic contours and runway elevations and are illustrated for planning purposes only. See FAA AC150/5300-13, paragraph 210, for detailed instructions on computing the actual BRL.
 7. Recommend Pinal County obtain a 50 foot easement from Magma Copper Company, on either side of the centerline of the graded road from Arizona Highway 76 to the airport property line.

SUBMITTED BY: **Coffman Associates** ON THE DATE OF: _____

FOR APPROVAL BY: _____

APPROVED BY: _____ ON THE DATE OF: _____

Authorized Official's Name _____
Official's Title _____

No.	REVISIONS	DATE	BY	APP'D

SAN MANUEL AIRPORT

AIRPORT LAYOUT PLAN

SAN MANUEL, ARIZONA

PLANNED BY: James M. Harris

DETAILED BY: Scott R. Cooper/W.B. Holland

APPROVED BY: _____

October 5, 1992 SHEET 1 OF 5

Coffman Associates
Airport Consultants